

**ENGINEERING DIRECTIVES AND STANDARDS**

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Section : 1                      Subject : **BICYCLE AND PEDESTRIAN FACILITIES**  
Directive : 14

**1. POLICY STATEMENT**

- a. Pedestrian and bicycle facilities are valuable components of the intermodal transportation network. The Department of Transportation and Development (DOTD) will therefore develop those facilities that are considered safe, efficient, proper and cost effective within the right of ways of the state highway system. Maintenance of bicycle and pedestrian facilities will be by the Department or local government by agreement. The local governing authority must maintain sidewalks by agreement.
- b. In assessing the need for a particular facility, the DOTD will consider only transportation related factors (not recreation related) such as the connection of pedestrian and/or bicycle traffic generators (i.e.: schools, shopping centers, recreation facilities, etc. to subdivisions), except in the case of certain multi-state or regional designated routes.
- c. The attainment of a bicycle and pedestrian facility network is a goal that will be met primarily by constructing the proper facilities at the time new highways are built, or existing highways reconstructed, or overlayed if sufficient right of way is available. Retrofits to existing highways through a separate construction project are possible through the Transportation Enhancement Program. Retrofit projects may be initiated by the Department or by others as described below.
- d. The Transportation Enhancement Program is explained in the "Transportation Enhancement Program Manual" which is available from the Department's General Files Section (225/379-1107) or from the Department's web page at [www.dotd.state.la.us](http://www.dotd.state.la.us). Through this program, facilities may be built off the state highway system. Individuals or groups desiring such retrofits may apply to the program as described in the Manual.
- e. The Department shall develop a "Bicycle Route Goals Map". The map will serve as a guide for the development of a comprehensive, bicycle friendly, statewide highway network. Bicycle Master Plan routes developed by urbanized areas shall be adopted as part of the map. The Department's definition of a bicycle friendly route is one with either paved shoulders, bike lanes, or a separated path(s). When a reconstruction project is scheduled for a route on the map, it will be the policy of the Department to incorporate bicycle facilities if cost effective. The primary facility type that will be used is a paved shoulder. The factors which will be considered in establishing the map are as follows. On a regional level, the routes chosen must either traverse areas of significant historical and/or scenic interest, or connect population centers from which significant bicycle traffic will be generated. On a city or town level, those routes should connect bicycle traffic generators, such as schools, recreation areas, residential areas, shopping centers, job centers, libraries, municipal complexes, etc.
- f. The permissible methods of making a state highway bicycle friendly are: by means of a paved shoulder, bike lanes, and a separate bike path. The primary method will be by paved shoulders. Bicycle lanes will only be used when there are existing parking lanes and the municipality agrees to their conversion, and projected traffic counts do not warrant the addition of new lanes in the near future.
- g. The Department may agree to designating and signing a highway as a bicycle route if the route is bicycle friendly and funding is available. If the route is not bicycle friendly, the Department will consider a request to incorporate the route into the Department's Bicycle Route Goals Map.
- h. When current conditions do not warrant pedestrian or bicycle facility construction, the design will consider the possibility of future retrofits.

## 2. DESIGN CRITERIA AND STANDARDS, POLICIES AND PROCEDURES

- a. The Department has developed a manual titled "Statewide Bicycle and Pedestrian Master Plan". This manual is considered a compendium of best practices from around the world. The Department will utilize this manual, and applicable FHWA and American Association of State Highway and Transportation Officials (AASHTO) guidance as it develops policies and procedures.
- b. With certain exceptions, the AASHTO design guidelines for bicycle and pedestrian facilities will be adopted for Department use. Exceptions/variations to these criteria require the Chief Engineer's approval.
- c. The minimum desirable paved shoulder width for a bicycle friendly highway is four feet.
- d. The warrants for pedestrian/bicycle and roadway grade separations are as follows.

### **VOLUME LEVELS THAT WARRANT INSTALLATION OF OVER/UNDERPASSES**

Facility	Pedestrian/ Bicyclist Volume (Total for 4 Hours)	Vehicular Volume (Same 4 Hours)	Vehicular Volume (AADT)
Freeway	100	7,500	25,000
Arterial	300	10,000	35,000

The above volumes are for the projected construction-finish year. They provide the basic warrants for justifying pedestrian and bicycle facility grade separations. Both the vehicular and ped/bike counts should be exceeded. However, in cases where one count greatly exceeds the amount shown, or where a high percent of the pedestrians or bicyclists are school children, a grade separation may be warranted. Also, the availability of a nearby, attractive, crossing opportunity may negate the need for a grade separation, even though the numerical warrants are satisfied.

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